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Germany (Soviet Zone)

SECURITY INFORMATION
REPORT NO.

155

INTELLOFAX 9

Werneuchen Airfield

25X1A

LOCATION e below

PLACE OBTAINED

25X1A

25X1A

TYPE OF CONTENT

OBTAINED

DATE PREPARED 25 October 1951

REFERENCES

25X1A

ENCLOSURES (NO. & TYPE)

REMARKS

ORCL

25X1X

25X1X

Between 10 and 21 September 1951, 4,017 workers were employed at Werneuchen airfield. An area of 242,000 square meters of the runway and taxiway was concreted. (1) Most of the laborers were working on the last 500 meter stretch of the eastern end. Work on the southern section of the circular taxiway was nearing completion. The west lane which connected the runway with the taxiway was still under construction. Work was begun on an additional hardstand west of the taxiway. Twenty-four hardstands were scheduled to be built at the field. The ratio of the concrete mixture used for the circular taxiway and the connecting lanes was below that used for the runway. Excavating for the railroad spur track had progressed as far as the southwestern boundary of the old landing field in line with the westernmost hangar. Laborers who were previously housed in Hirschfelde, Weesow, and Beiersdorf were quartered in hangar V. Source did not know the scheduled date for the transfer of laborers to another airfield. (2) A construction superintendent said that other construction was to be done at the field by about 1,000 selected workers.

During the reported period, maintenance work on aircraft was done daily. Source observed 18 twin-engine planes fitted with double rudder assemblies housed in the westernmost hangar. The planes were being painted in front of this hangar. A red Soviet star surrounded by a yellow stripe 2 cm wide was being painted on both rudder assemblies. Also an unbordered red star was being painted on both sides of the fuselage. The undersides of the wings were also being provided with Soviet stars. The engines of all the planes were started. Some of the planes taxied and then returned to the hangar. On 21 September, 24 other aircraft of the same type were seen in the southwestern corner of the field behind the easternmost hangar. These planes were being disassembled. The engines, tail assemblies, and wings had already been removed from some of them. Ten wings had been crated. About 30 large crates for jet engines were also seen and tarpaulins were being carried to the site. Source believed that the planes observed were being made ready

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No Change In Class. ☐

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☐ Declassified

Class. Changed To: TS

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- 2 -

25X1A

for shipment. (3)

25X1B 1. No aircraft were observed at the field between 13 and 24 September. No aircraft engines were heard. The field was still occupied by 600 to 800 air force personnel. (4) Trucks

25X1B [redacted] were observed at the field. The runway at the field was completed as far as a point 50 meters from the Wegendorf-Hirschfelde road to the east. The gap previously observed in line with the dismantled spur track was closed. Since work was still being done at the east end of the runway its extension toward this direction appeared possible. About 100-meters of the taxiway beginning at the Wegendorf-Hirschfelde road was completed. The taxiway ran parallel to the runway. The distance from the completed stretch of the taxiway to the hangars was about 1,500 meters. The taxiway at the west end of the runway was about half completed. A stretch of about 250 meters remained to be concreted. Work on the drainage ditch west of the runway was completed. Graveling work was still in progress in the eastern portion of the landing field. The roadbed for the spur track had been built as far as a point about 700 meters from the dismantled spur track behind the hangars. A total of more than 3,000 construction workers were employed at the field.

25X1 2. During the period from 25 to 29 September, no aircraft were observed at the field and the hangars were closed. According to [redacted] 650 kg of bread were delivered daily to the airfield. Trucks [redacted]

25X1B [redacted] were seen. Excavation work was still in progress on the runway to the east. The runway was concreted as far as a point immediately before the former Hirschfelde-Wegendorf road. About 350 meters of the taxiway in the eastern portion of the field were completed. Most of the workers and three power shovels were utilized for leveling work there. Work on the western taxiway progressed slowly. Three cranes were in operation in the northern portion of the field. Many pipes, about 5 meters long and 1 meter in diameter, were being unloaded. The new spur track was completed except for a 500-meter stretch. Some of the ballast required was still missing. On 25 September, a power shovel struck a mine in the eastern portion of the field. Five workers were injured.

25X1A [redacted] Comments.

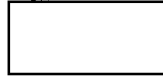
- (1) The statement on the size of the concreted area of the runway and taxiway does not indicate the length of the completed lanes since their width is not known.
- (2) According to another source, the workers presently employed at the field are to be transferred to Koenigsberg, Neumark upon completion of the installation. No information is available as to when construction work will be started there.
- (3) According to available information, it is believed that the PE-2s observed in the hangars of Werneuchen airfield were from the bomber regiments from Jueterbog. They were parked there after Jueterbog was reequipped with type-27 planes. The disassembly

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- 3 -



25X1A

25X1X



and crating of aircraft, although reported for the first time,
appears credible.
It is believed that the air force personnel repeatedly observed
there belong to a ground unit. No pilots are assumed to be
stationed at the field.

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